

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
DISPENSING CHEMISTS, &c.

CHEMISTS AND AERATED WATER
MANUFACTURERS.

A REFRESHING WHOLESOME DRINK.

DAKIN'S LEMON SQUASH.
A VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 4th May, 1891.



A. S. WATSON & CO., LTD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

WE invite attention to the following old
lauded Brands, all of which are of ex-
cellent quality and good value for the money.
The same being specially selected by our
London House, and bought direct from the most
noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the
best goods at moderate prices.

In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

Orders through Local Post or by Telegram
receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case	Per Doz.
A Alto Douro, good quality, Green Capsule.....	12	1.00
B Vintage, Superior quality, Red Capsule.....	12	1.10
C Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50

SHERRIES.

A Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C Mansanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	10	1.00
E Extra Superior Old Pale Dry, very finest quality, Black Seal Capsule (Old Bottled).....	14	1.50

	Per Case	Per Doz.
CLARETS.		
A Superior Breakfast Claret, Red Capsule.....	4	0.40
B St. Raphael, Red Capsule.....	4.50	0.45
C St. Julien.....	11	1.00
D La Rose.....	11	1.00

BRANDY.

A Hennessy's Old Pale, Red Capsule.....	12	1.10
B Superior Very Old Cognac, Red Capsule.....	14	1.25
C Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D Hennessy's Finest Very Old Liqueur Cognac, 1875 Vin- tage, Red Capsule.....	24	2.00

SCOTCH WHISKY.

A Thorne's Blend, White Cap- sule.....	8	0.75
B Watson's Glenorchy Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C Watson's Abolour-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10

IRISH WHISKY.

A John Jameson's Old, Green Capsule.....	8	0.75
B John Jameson's Fine Old, Green Capsule.....	10	1.00
C John Jameson's Very Fine Old, Green Capsule.....	12	1.10
GENUINE BOURBON WHISKY, finest, Red Capsule, with Name.....	10	1.00

GIN.

A Fine Old Tom, White Capsule.....	4.50	0.40
B Fine Unsweetened, White Capsule.....	4.50	0.40
C Fine A. V. H. Geneva.....	5.25	0.50

RUM.

Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Leeward Island.....	12	1.00

LIQUEURS.

Benedictine	Maraschino
Curaçao	Herring's Cherry Cordial
Chartreuse	Dr. Slegert's Angostura
	Bitters, &c.

The Hongkong Telegraph.
HONGKONG, WEDNESDAY, JULY 8, 1891.

TELEGRAMS.

THE KAISER'S VISIT TO ENGLAND.

LONDON, July 6th.
The Emperor of Germany arrived in England
on Saturday. The splendour of the welcome
accorded him was without precedent. The Press
considers his visit of great political importance.

LOCAL AND GENERAL.

DURING a heavy squall on Sunday a junk near
Sam-shui-po got waterlogged. Two soldiers
very pluckily put off from Stonecutters' Island
in a small rowing-boat, to help, but Mr. Smith
got ahead in his launch from Cosmopolitan
Dock, and rescued the woman and child who
were on the sinking craft.

At the Magistrate's-day Mr. Wise delivered his
judgment, "found drowned," in the inquiry on
the bodies of two junk men picked up opposite
Yau-ma-tei on the 29th June last, as previously
reported. As the only witnesses who could
account for their death are probably implicated
in the offence which led to it, there is no chance
of sifting the matter to the bottom.

We learn from a reliable telegraphic source that
Raub, if not on the boom, are at least in strong
demand in Brisbane—the head office of the recent
Syndicate, and that by reason of the recent
"Guns" shares have advanced considerably.
No quotation, however, has been given so
we are unable to say how much beyond their
recent value of 21.62 they have gone. As will
be seen in our Commercial column they are
quoted locally at \$1 and if prospects are to be
relied upon Raub scrip will be eagerly sought
after in the near future.

THE sojourn of the Kwangtung Provincial Treas-
urer to this metropolis of the east was uninter-
esting to-day by a visit to the Gaol. He was accom-
panied by some six or eight of his suite, and
several Chinese officials of the Magistrate's
Court did the honours, showing the historic
dungeons in which famous men suffered,
the classic window through which,
as the story goes, spirituous liquors were smug-
gled in for the relief of the heroes; and all
the romantic spots associated with so many
scenes of poetry and fable. The Fan Tai was
much affected.

ONLY last week we reported the flourishing condi-
tion of the rice fields, says the Foochow Echo
of Saturday last, and now we have to note their
failure, which has been caused by the floods.
Those on the river side are considered a total
loss, while those situated in higher quarters can
only be expected to yield about half of the usual
amount! Such a change of fortune is much to
be lamented, and the loss is doubled by the
destruction of the plants of the second crop,
which the farmers generally plant out about a
fortnight after the first crop, and which will
now require complete renewal.

REFERRING to the failure of the Chinese hong
in Amoy a week or two ago, the Hongkong and
Shanghai Bank and Messrs. D. D. Olla & Co.
are the only foreign creditors, according to
the local Times. The Bank is likely to
cover nearly the whole of their amount,
and the Parsee firm will probably recover
about a third. It is to be hoped they will
get it. Our contemporary adds that one or
two more Chinese firms in Amoy are on the
verge of ruin. It is said to be the outcome of
Messrs. Russell & Co.'s failure; creditors are
scared, and are clamorous for their money.

A JAPANESE native paper tells a feeble yarn
about a man who was fishing for old porcelains
on the river side, and was found by a Chinese
yacht, where, as the water is exceedingly
deep and there is a rapid current, people are pre-
vented recovering this lost treasure easily.
However, he hit upon the idea of tying a string
to a large octopus and lowering it into the sea,
with the result that when hauled up it had
fastened itself on a piece of porcelain. They
were men in Hongkong who, if they were
lowered by a piece of string into the sea, would
bring up the bottom or perish—they couldn't let
go. Anyhow we are willing to try them, if
they'll let us hold the other end of the string.

UNDER the anomalous system which permits
the existence of one department to look after
drains and another after the roads it is only to
be expected that public interests should suffer,
but even that doesn't excuse those who are
responsible for the opening of a trench in
Ice-house Street, from top to bottom, and leaving
it open, unguarded and unbecoming, for a whole
week! At least two ratepayers, to our knowl-
edge, have sustained injuries of a more than
trivial nature since this extensive pit was opened
up, but we suppose the Drainage Board is wait-
ing for a fatal accident. It is indeed regrettable
that the Military Extortion and the increase of
salaries to the Servile Service should have
reduced the public funds to such an extent that
there is not now the wherewithal remaining to
purchase a plank to put over the chasm at the
top of Zealand Street.

THAT wonder of wonders and whitest of witty
men, Col. R. G. Ingersoll whilst responding to
the toast of his health at a banquet held at the
"Clover" Club, Philadelphia, delivered himself,
impromptu, thus:—A wonderful thing is
"Clover." It means honey and cream; that is to
say—industry and contentment; that is to say
the happy bees in perfumed fields, and at the
cottage gate "Old Bos" the bountiful, solemnly
chewing satisfaction cud, in that blessed twilight
pause, that like a benediction falls between
all toil and sleep. This Clover makes me dream
of happy home—of dimpled babes, of wholesome
living wives of honest men, of springs, and
brooks and vines and all there is of stainless
joy in peaceful human life. A wonderful word
is "Clover!" Drop the "C" and you have the
happiest of mankind. Take away the "C" and
"R" and you have left the only thing that
makes a heaven of this dull and barren earth.
Cut off the "R" alone and there is left a warm
delectable food that sweetens breath and keeps the
peace in countless homes whose masters frequent
Clubs. After all, Bottom was right: "Good hay,
sweet hay, hath no fellow."

A PARODY BY THE "GOAT."

Across the Peak the white clouds fly,
The breeze is sighing low
If you must stay on land, good-bye I—
Sampanning I must go;
Sampanning I must go, sweetheart,
Sampanning I must go;
Then kiss me, dear, and dry that tear,
If you will bide behind,
A maiden waits on Bay View pier,
Who is not at all unkind
Who is not at all unkind, sweetheart,
Who is not at all unkind,
But come with me, the wind blows free,
The time that we were gone!
By Quarry Bay there grows a tree,
Your name is carved thereon;
Your name is carved thereon, sweetheart,
Your name is carved thereon.

With wings of white our craft takes flight,
Her wake shines like a sword.
Ah, well may she go dancing light
That carries Love aboard!
That carries Love aboard, sweetheart,
That carries Love aboard!
The moments run till day is done,
Till day is done, too soon.
We wait not sailing with the sun,
We'll sail back with the moon,
We'll sail back with the moon, sweetheart,
We'll sail back with the moon.

The natives of Foochow are freely talking about
and discussing in the streets the late riots in the
North, the news of which, the Echo believes,
they got from native newspapers. As such news
always causes harm amongst the ignorant
classes our contemporary thinks it would be
well if the authorities stopped all native news-
papers from publishing any such accounts unless
they be absolutely correct.

In the Supreme Court to-day the will suit Tang
Yung Mow v. Tang Tung Shang was continued
before the Acting Chief Justice. A witness
called by Mr. Leach gave a mass of interesting
details about the sale in Whampoa of plaintiff's
father, Kau Chong, when three months
old, to the "Second Lady Wang" (not
found in *Debris*) for adoption into the
family of Tang Lok, the testator. The
infant was weighed at the time (though it was
not said how much per catty a low-born babe
fetches) and found to tip the beam at nine catties,
hence his name "Kau-chong." Somebody is
lying most elaborately, for last week another
aged female gave an equally complete history of
the birth of this same child, in Tang Lok's
own house, son of Tang Lok's own wife,
and her mother acting as midwife. The name
"Kau Chong" was given him because the fates
decreed on his birth that he should prosper.
He must be weighed—to the planets said. He was
therefore weighed in the balance and found *Kau
Chong*. After this, who shall say that mingling
engineers lie?

A PARLIAMENTARY paper has just been issued
at the instance of Mr. Herbert Gladstone, M.P.,
giving the number of her Majesty's ships which
have been lost otherwise than in action since
1840. From the information given, it appears
that no fewer than seventy vessels in the service
of the country have been lost from other causes
than war during the last half-century. The
majority were wrecked from various causes,
several were sunk in collisions with other vessels,
six were abandoned in the Arctic regions, two
were burnt (the *Yagor*, steam gun-vessel, in the
Channel, May, 1854, and the *Bombay*, 272 tons,
line-of-battle ship, off Monte Video, December,
1864), and one was sunk by explosions of
gas and gunpowder. The vessels which have
disappeared without any light being
thrown upon the causes for their dis-
appearance, are eight in number. Among these
have been the *Victor*, the *Camilla*, the
Atlantis, and the steam gunboat *Wasp*, which,
it will be remembered, was lost, with a total
complement of 73 officers and men, between
Singapore and Hongkong in September 1887.
No further account is given of the loss of the
Erabus and *Terror* in 1854 than the descrip-
tion, "Left in the ice, Arctic region." Three
vessels—the *Harriet* (1859), the *Coplin* (1870),
and the *Eurydice* (1870)—captured at sea, are
foundered. The last-named was afterwards
raised, towed into Portsmouth Harbour, and
broken up. In most cases the losses appear
from the verdicts of the inquiry committees to
have been purely accidental, but there are
several dismissals of responsible officers recorded
for negligence or errors in judgment.

THE *Foochow Echo* of the 4th inst. reports
serious floods on the Min river, at the beginning
of last week. Our contemporary says:—
Although the formidable as it were, the
floods were not so serious as we have known them
in former years, they came upon the people, we
understand, without warning, and loss of
life and property has been greater even than
last year, when the overflow of the river was more
extensive. The normal occurrence of these floods
is not later than the 21st of June (the fifteenth day
of the fifth moon) and the unwary river population
thought the season of danger to be past.
Consequently in spite of the gradual rising of the
river, all were in a state of unpreparedness, when
the torrent came suddenly with so tremendous
a force it carried away with it everything
that was not made fast. Houses built close
to the waters edge, of course, were doomed to go,
and went, carrying with them men, women
and children. Some twenty boats, large and
small, were unable to keep their moorings,
and were dashed to pieces when they came
in contact with the bridge. The loss
of life, from bodies recovered, is known to be
eighty; nine women, fourteen children and the
balance men; but, it is said, that the numbers
drowned above bridge alone, were really far
in excess of this. The pole merchants suffered
severely. Some \$300,000 worth of poles were
washed away in all directions, affording a fine
harvest to daring boatmen between the bridge
and the anchorage. The current below the bridge
was so strong that the double anchor cables
of three large junks parted, but the
handling of the craft was so good that they
threaded their way through the rows of other
anchored junks without further mishap, and
brought up lower down the river. We hear that
the authorities did all in their power to render
assistance where it was needed, and that they
were successful in saving a good deal of life
and property by their prompt action, though
more might have been done if they had two or
three steam launches at their disposal.

The following letter, which deals with the
management, or mismanagement, of the Indo-
China S. N. Company, appears over the nom de
plume of "Dissatisfied Shareholder" in the
last number of *Fair Play*, and at the present
juncture will be read here with considerable
interest; and may even bring a smile to the
lips of those in the "know"—At a shareholders'
this unfortunate company, I fully agree
with the remarks made in your last issue.
This company was registered at the latter end
of 1885 to take over, I think, three legal lots in
the district of the return to the shareholders has
always been a lost one. The capital has never
been fully subscribed, and in consequence there
has never been a quotation for the shares on
the Stock Exchange, although the same can be
dealt with in Hongkong and Shanghai. It is
needless to state that this has always been a
sore point with the shareholders on this side.
Although the capital is in sterling, should one
desire to sell shares the same have to be dealt
with in China, and the unfortunate shareholder
suffers a further depreciation on a value that
has invariably stood at a heavy discount. The
present shareholders have practically rebuilt the
fleet originally taken over, yet I was only told a
few days ago by a China friend that the boats
are considered unsuitable for the trade, as the
other competing lines still carry a fair return.
Another sore point with the shareholder has
always been the manner in which the revenue
account has been made up. One is never informed
what are our gross earnings, and what are the
working expenses. The managers kindly give
us a return commission in each balance-sheet, but
no shareholder outside the Board knows the
amount. In present instance the return is
questioned, probably goes a long way to pay the
wretched dividend. Most steamship companies
give full particulars as to revenue account, and I
can see no reason for the Indo-China departing
from the general practice. The general managers
(Messrs. Jardine, Matheson & Co.) are of the
highest standing, and a company of this descrip-
tion, under good management, should make a
fair return, as the majority of the voyages are
short and the freights, until recently, have been
fairly remunerative. Until the capital is written
down, or drastic changes made, I fear the share-
holders can never expect a favourable return on
their original investment.

We are informed by the agents of the Austro-
Hungarian Lloyd's S. N. Co. that the Company's
steamer *Thibet*, from Bombay, left Singapore
yesterday afternoon, for this port.

A CHINESE beggar effected a very clever swindle
in Amoy last week, says the *Times*. It seems
that he hired a gorgeous suit of Man-
darin's clothing, together with chair, coolies,
runners etc., and proceeded to a Chinese
shop and selected some \$4,000's worth of
glassing and bird's nests of the best
quality, which was given to one of his
so-called runners to take to his bogus yamen,
the shopkeeper being told that he would return in
less than an hour with the money. It is need-
less to say that the money was not forthcoming,
and the beggar-Mandarin, watching his oppor-
tunity, made off, and has not been seen nor
heard of since.

THE Sanitary Board's programme for to-morrow's
meeting will be:—Letter from the Colonial
Secretary concerning the analyses of the
waters drawn from the Tiam and Pok-
fulan mains in June; letter from Colonial
Secretary concerning the appearance of the
water supplied from the Tiam mains;
complaint regarding a smoke nuisance mortality
returns for week ended the 27th June; prices of
papers concerning a hospital for the reception
and treatment of cases of infectious disease.
Surveyor's report on the condition of house
drains 57 to 61, High Street, v to 16, Lai U
Lane, v to 25, Pok-fulan Road, 560, Queen's
Road West. Monthly and quarterly reports.

THUS the New York *Maritime Register* on
"Western shipbuilding":—"Our English cousins
were, until recently, quite convinced that we poor
Americans would never again make any show
upon the ocean. We had lost the larger part of
our share of the carrying trade, and were indulging
in the luxury of a class of navigation laws that
time and again, in their own case and in that
of others, injured instead of helped a domestic
merchant marine. And they were glad of all
these things. They pretend yet to fear no rivalry
from west of the Atlantic. But they are some-
what startled out of their assumed indifference
to our efforts by the great prizes their own
experts tell them of our superior war vessels. A
new race of shipbuilders has sprung up here and
has shown the world improvements. And now
the question is being hesitatingly put forward:
If the Yankees do so well with their war ships,
will they not be as successful with commercial
steamers? Of course they will, dear Mr. Bull!
And they will also find a way to circumvent bad
navigation laws, and to enter into the possession
of the carrying trade which, in the natural course
of events, must go to the control of a Western
nation.

THE Registrar General has courteously furnished
us with the following general statement of the
census returns, compared with the returns ten
years ago, showing an increase of about 37 per
cent. during the decade. It will be some weeks
before the detailed statement is complete, as the
work of arranging and classifying necessarily
requires much time and careful consideration.
The present figures are:—

Population	1881	1891	Increase
Europeans and Americans including Military and Navy &c.....	7,990	8,545	555
Chinese in Victoria and the villages includ- ing the Boat Popula- tion &c.....	150,600	210,995	60,395
Nationals other than Europeans and Americans, and Chinese &c.....	1,722	1,901	179
Grand Total.....	160,402	221,441	61,039

J. H. STEWART LOCKHART,
Registrar-General.

THE *Hawk* learns that Lord Knutsford has had
a funny correspondence with some of his sub-
ordinates among the colonial governors.
The *Hawk* learned that the Mission to Seamen,
his lordship tried to induce colonists to pay more
regard to Sunday, especially with respect to the
loading and discharging of vessels. In some
colonies the celebrated Act of Charles the
Second, under which magistrates sometimes fine
hucksters for Sunday trading, is in force, but in
others there is no prohibitive legislation; but,
whether prohibited or not, work seems to have
been carried on when necessary. Lord Knutsford,
thinking this a very sad state of
things, suggested some restrictions, and
this drew from some one or two of his
correspondents, rather plain speaking. Sir
William de Vaux, answering for Hong-
kong, said that he observed the lordship's
orders while disapproving of them, and that they
would deprive of work people who already had
too little of it. Mr. Grey-Wilson, writing from
St. Helena, says that he and the colonists are
agreed in thinking that so far from further
restrictive legislation being necessary, that
which already exists ought to be repealed; and
an earnest gentleman in Singapore warns the
Colonial Secretary that England's greatness
depends on her sons' enterprise being unimpeded
by law. On the whole, Lord Knutsford's efforts
on behalf of the Sabbath have not been very
successful, yet we hear that, prompted again
by the Mission to Seamen, the authorities are
turning their attention to the question of Sunday
observance at English ports.

DEATH OF ADMIRAL FONG.

(Special to the Hongkong Telegraph.)

(FROM OUR CORRESPONDENT.)

Canion, July 8th, 12.50 p.m.
It is rumoured here to-day that Admiral Fong
died in the City yesterday. Will send fuller
particulars as soon as news authenticated.

Later.

The news of Admiral Fong's death is con-
firmed. Cause not known.

General and Admiral Fong, after H.E. Chang
Chih-tung, was probably one of the most
energetic officials South-west China has known
for the past quarter of a century. The son of a
soldier, he distinguished himself thirty years ago
fighting against the Taiping rebels, and had
risen to the rank of colonel when appointed to a
subordinate post in the Kwangtung Province.
Eighteen years ago, five years after he has raised
to the post of commander-in-chief of the land and
naval forces of the province, which position he
held until his death. He was a severe though upright
man. Among the honours conferred upon him by
the Throne was the order of the Yellow Flag.
Wong Ling—an honor possessed only by some
half-dozen recipients in the whole Empire. It
carried with it the despotic power to order the
execution of any subject, if of subordinate rank,
without reference to Peking. That power Fong
wielded to no hesitating way. During the last
five years he is credited with having caused the
decapitation of several thousand prisoners, about
one hundred being despatched in one day, last
April. He was progressive, and during his
reign the standard of the army, both naval
and military, was considerably improved, foreign

Instructors being retained, and Western methods
to some extent adopted. He died almost in
harness, having at the time of his death just
returned from a plate-raid at Kun-shan, a few
miles from Canton, when he died somewhat
unexpectedly of fever. He leaves a very large
family. The body will be taken to the Peking
district, near Swatow, of which place he was
native. Fong was 58 years of age, and was
previously well-known in Hongkong, having an
interest in a shop in the Nam Pak Hong.
His successor will probably be General Chuen
Kum, at present in charge of the western defence
of Canton.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by
Correspondents in this column.)

COUNTERFEIT CARTRIDGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR—I desire to call the attention of the
public through the columns of your valued
Journal to a gigantic fraud now being perpetrated
upon the community, a fraud so serious as to
possibly involve the safety, property, and even
the life itself of every citizen. Before the *Namoa*
pinner last year there were many Winchester
repeating rifles owned by the various Govern-
ments, by officials, and by private citizens,
European and native, in all the treaty-ports.
That astonishing crime, followed by a long
series of robberies, attempted murders, and anti-
missionary riots, increased the sale of those
admirable weapons some two or three hundred
per cent.

Few purchasers of these rifles are familiar
with their peculiarities, and especially with the
cartridges which give them their chief value.
Every buyer depends upon the honesty of the
tradesman or merchant from whom he buys the
goods.

This confidence has been imposed upon by
some clever swindlers who are flooding the
eastern market with counterfeit Winchester
cartridges.

A few weeks ago the officers of the Douglas
steamship *Haitian* were drilling, and at the
suggestion of their veteran captain, Samuel
Ashton, tried the rifles. The result was a
revelation. Of ten shots, three missed fire, one
choked the breech, one injured the repeating
mechanism, and one blew back and just missed
destroying the eyesight of the chief officer. Mr.
Bathurst! A careful examination showed that
all or nearly all the cartridges were counterfeit
of the poorest sort. The boxes are very close imi-
tations of the original packages, but if scrutinized
closely and compared with genuine ones, are
perceptibly different. The brass of the latter is
thicker, finer and grayish in tint; of the former,
bright yellow. In the former the rim of the
base is grooved and cylindrical; in the latter,
smooth and rounded.

The bases of the former bear the letters W.R.A.
Company, those of the latter are plain. The
centre-fire segment of the former is brass; of the
latter copper or red brass.
The experience of the *Haitian* was so startling,
that I caused inquiries to be made, with the
following results: of three Douglas steamers,
every one had the bogus cartridges; on two Chinese
Merchant steamships it was the same. Of
seven people in Amoy, including Winchester dealers
who had brought cartridges from England or the
United States had the genuine; those who had
purchased them in China had the bogus ones.
In one European and three native stores where
ammunition is for sale, every cartridge was a base
counterfeit!

The workmanship of the fraudulent article is
either "Brummagem," Belgian, or Bremen. To
my eye it looks as if it came from a Belgian
workshop.
I have ascertained the names of two importers
who supply the trade with the bogus goods. I
have not yet learned how far they are guilty or
how far they are imposed upon by their European
principals, and for that reason refrain from dis-
closing their identity.

One thing is certain—the mere fact that they
can profitably make wholesale cartridges of such
a kind that tradesmen can retail them for 75
cents and \$1. a box ought to raise suspicion as to
the legitimacy of the goods. Good metallic
cartridges cannot be sold (at least in honest
trade) for less than \$1.25 per box. Any smaller
figure means robbery somewhere.

At the present time, when we are liable to be
called upon at any moment to defend our lives
and property against robbers and criminals, the
efficiency and reliability of every cartridge is of
literally vital importance. It is bad enough to
be swindled by these counterfeiters, but a crime
is committed against every buyer upon whom is
foisted such infamous trash. Is there not some
law in Hongkong which will suppress the fraud
and punish the perpetrators? I hope that the
Telegraph will declare war against the evil and
the evil-doer with its characteristic intrepidity.

Yours, etc.

Amoy, July 3rd, 1891.

[Our correspondent's discovery is indeed start-
ling, and the sooner an official inspection of the
ammunition stores here and in all coast-ports is
made, the better. We trust, too, that the Hong-
kong Chamber of Commerce will not ignore
such wholesale frauds, but will for once come
out of its shell and promptly report the matter
to the Government, in justice both to all
manufacturers of high reputation and to the
foreigners, both sailors and soldiers, whose
safety may depend on the efficiency of their
weapons.—Editor, H.K. Telegraph.]

FORMOSA.

(FROM OUR OWN CORRESPONDENT.)

TWATUTIA, June 9th, 1891.

If the Government will give the European
engineers full control over the southern railway
works, and have the good sense to send about
four hundred of the coolies employed on the
Kailap and other railways down to Formosa,
the road may be completed within two years,
but if Chinese jobbers are to be "bosses," and
officials and so-called "generals" to be "chiefs"
then both time and money will, as heretofore,
be recklessly squandered. It is for

